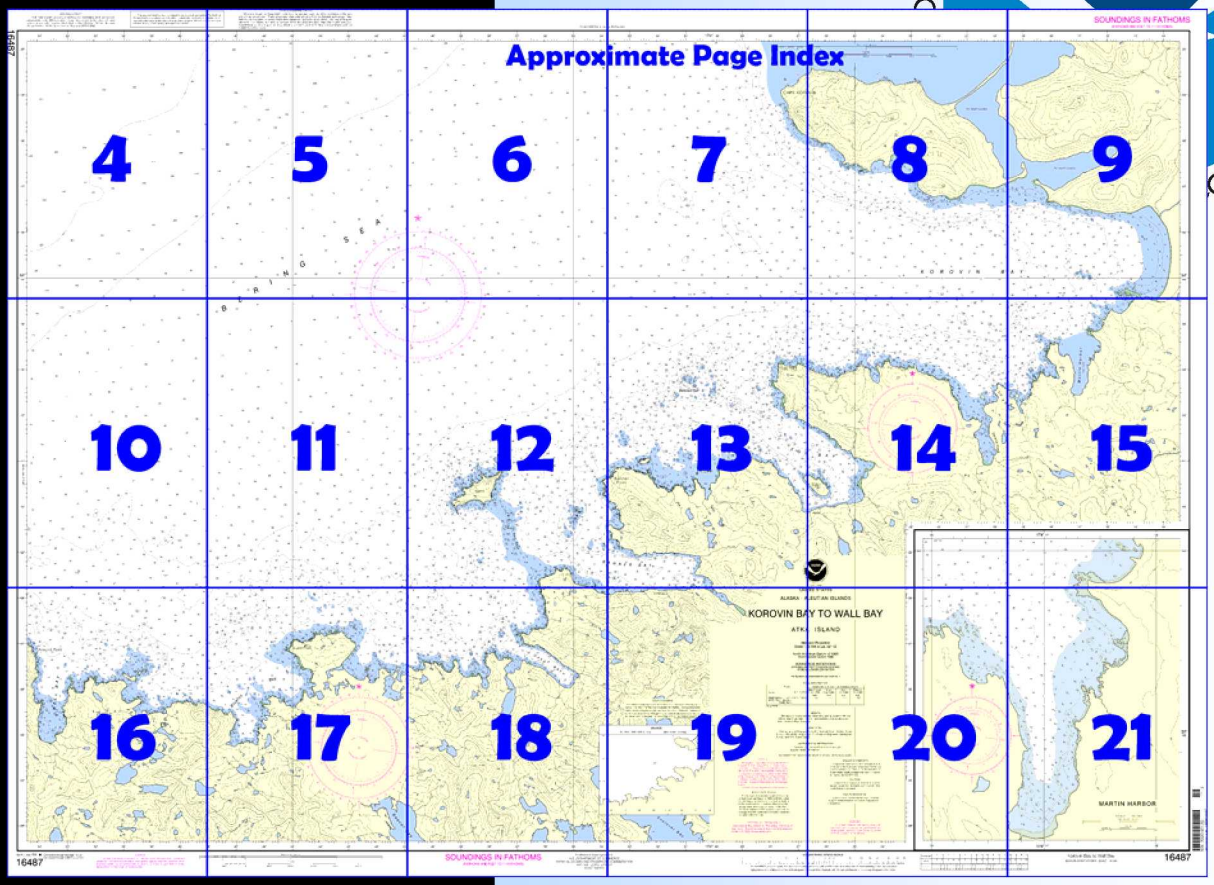
# BookletChart™

## Korovin Bay to Wall Bay

*(NOAA Chart 16487)*


*A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.*

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*




***Home Edition (not for sale)***

*Published by the*
*National Oceanic and Atmospheric Administration*
*National Ocean Service*
*Office of Coast Survey*
*www.NauticalCharts.NOAA.gov*
*301-713-2770*

## What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

## What is a BookletChart™?

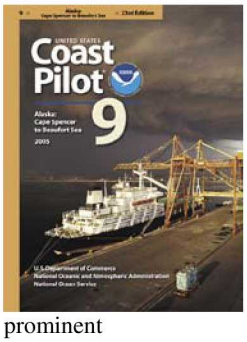
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

## Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.




**[Coast Pilot 9, Chapter 7 excerpts]**

(785) **Korovin Bay**, on the N side of Atka Island across a low pass from Nazan Bay, is a good anchorage except in heavy W weather. The shores are bold, sheer cliffs bordered by numerous pinnacles, except for the low gravel beach at the head and low land near a lagoon on the N shore. The entrance points, **Cape Korovin** on the N and **Egg Point** on the S, are bold headlands rising abruptly to mountain ranges. Egg Point terminates in a prominent

(787) Anchorage is available in the NE part of Korovin Bay in 40 to 10 fathoms with gray sand bottom, fair holding ground. The small coves on the S shore provide shelter for very small vessels, but the swinging room is limited. The bay is not sheltered from the SE or SW because strong winds howl through the draws and ravines which cut the hogback on Atka Island; caution is necessary to avoid being forced onto the N shore. Oftentimes, when it seems as though the winds coming out of the draws in a SE direction are the prevailing winds, it will be found that outside the bay the general winds are SW.

(788) **Sarana Cove**, indenting the S shore of Korovin Bay 4 miles E of Egg Point, is foul and should not be attempted by any craft without local knowledge. **Martin Harbor**, 6 miles E of Egg Point, is small but offers good protection for small craft in all weather at the head in 11 fathoms with mud and sand bottom.

(791) A dangerous 2½-fathom shoal is 0.3 mile N of the islets and 1.6 miles W of Egg Point.

(792) Two shoals SW of Starichkof Reef make it inadvisable to enter Egg Bay from the W side of the reef. One shoal, having a least depth of 2¼ fathoms, is 0.5 mile SW from the W group of islets. The other shoal, having a least depth of 3¾ fathoms, is 0.8 mile SW from the same islets.

(797) Approach Egg Bay on a course of **180°** to pass 0.5 mile E of the easternmost islet in Starichkof Reef. When this islet is slightly abaft the beam, change course to **134°**, heading for the left tangent of Egg Island. When 0.5 mile from Egg Island, haul to the left and round the island, keeping approximately in midchannel.

(802) **Banner Bay** is about 3 miles long and 0.8 mile wide. The trend of the bay is E and W. The shores are bold but free of dangers except for two groups of rocks, 2 and 25 feet high, in the NE half of the entrance, and for an 8-fathom spot 0.3 mile off the S shore, 1 mile inside the entrance. Anchorage is available 0.6 mile from the head of the bay in 33 fathoms, which is the general depth in this part of the bay. Strong winds pull through this bay and as a rule, are diverted to blow in or out of the bay.

(803) Approaching Banner Bay, a large group of rocks, from which a foul area extends 0.8 mile S, are about 1 mile N of the entrance and 0.6 mile off the shore of Atka Island. The highest of these rocks, 57 feet and grayish in color, serves as an aid in reaching the bay.

(804) To enter, from a position with the NE point of Salt Island bearing 290°, distant 0.5 mile, steer **156°**, heading for the highest bluff (also the highest nob on a ridge of low hills) at the S point of the entrance to Banner Bay. Hold this course until the group of rocks in the entrance to the bay bears 090°, then haul to the port into the bay on midchannel courses.

(807) A 2-fathom shoal is 1.3 miles S of Salt Island and 1.4 miles W by N from the nearby prominent point of Atka Island.

(809) Anchorage in 22 to 24 fathoms, sand bottom, is available S of Salt Island, affording protection from N and E weather. Anchor with the trend of the E shore of Salt Island in range and bearing 020°, and the 38-foot pinnacle in the group of rocks off Salt Island bearing 090°. Small vessels may anchor close inshore. Considerable shelter is afforded by the reef and kelp patch that extend out from Salt Island.

(810) In W weather suitable anchorage is available in 20 fathoms, sand bottom, about 0.5 mile off the E shore of Salt Island, with the 38-foot pinnacle bearing 200°.

(812) **Deep Bay**. From the NW a long flat ridge can be seen at the S side of the entrance to the bay. The shores are bold but clear of dangers, except for several rocks at the middle of the entrance, and adjacent foul ground and rocks 100 to 200 yards off the entrance points. The most prominent rock in the middle of the entrance is 6 feet high. Anchorage in this bay is not suitable for large craft because of insufficient swinging room. Medium-sized craft may anchor in 20 fathoms about 0.5 mile inside the entrance, or in suitable depths at the head of the bay. Bottom in the bay is hard. About 0.5 mile inside the entrance to the bay, a small inner bay makes into the S shore. This small bay is about 0.3 mile long, and depths range from 2 to 5 fathoms. It is suitable for small craft. To enter Deep Bay, pass 200 to 300 yards W to SW of the 6-foot rock in the middle of the entrance.

(815) **Bluefox Bay** Two arms extend to the E and the S. A conspicuous, rugged hill 1,495 feet high is west of these arms. The shoreline of Bluefox Bay, especially in the arms, is irregular and broken, with many inshore reefs and pinnacles.

# Table of Selected Chart Notes

Corrected through NM Mar. 13/04
Corrected through LNM Feb. 24/04

For Symbols and Abbreviations see Chart No. 1

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 4.565" southward and 8.603" westward to agree with this chart.

Mercator Projection
Scale 1:40,000 at Lat. 52° 12'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

COLREGS, 80.1705(see note A)

International Regulations for Preventing Collisions at Sea, 1972. The entire area of this chart falls seaward of the COLREGS Demarcation Line.

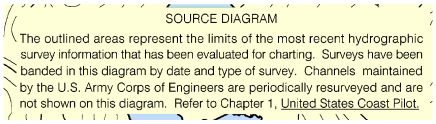
Additional information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS

Elevations of rocks, bridges, landmarks, and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.



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This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

UPDATING SERVICE

FOR THIS CHART, a listing of NOTICE TO MARINERS (NM) corrections subsequent to the NM corrected through date shown in the lower left hand corner, is available from the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

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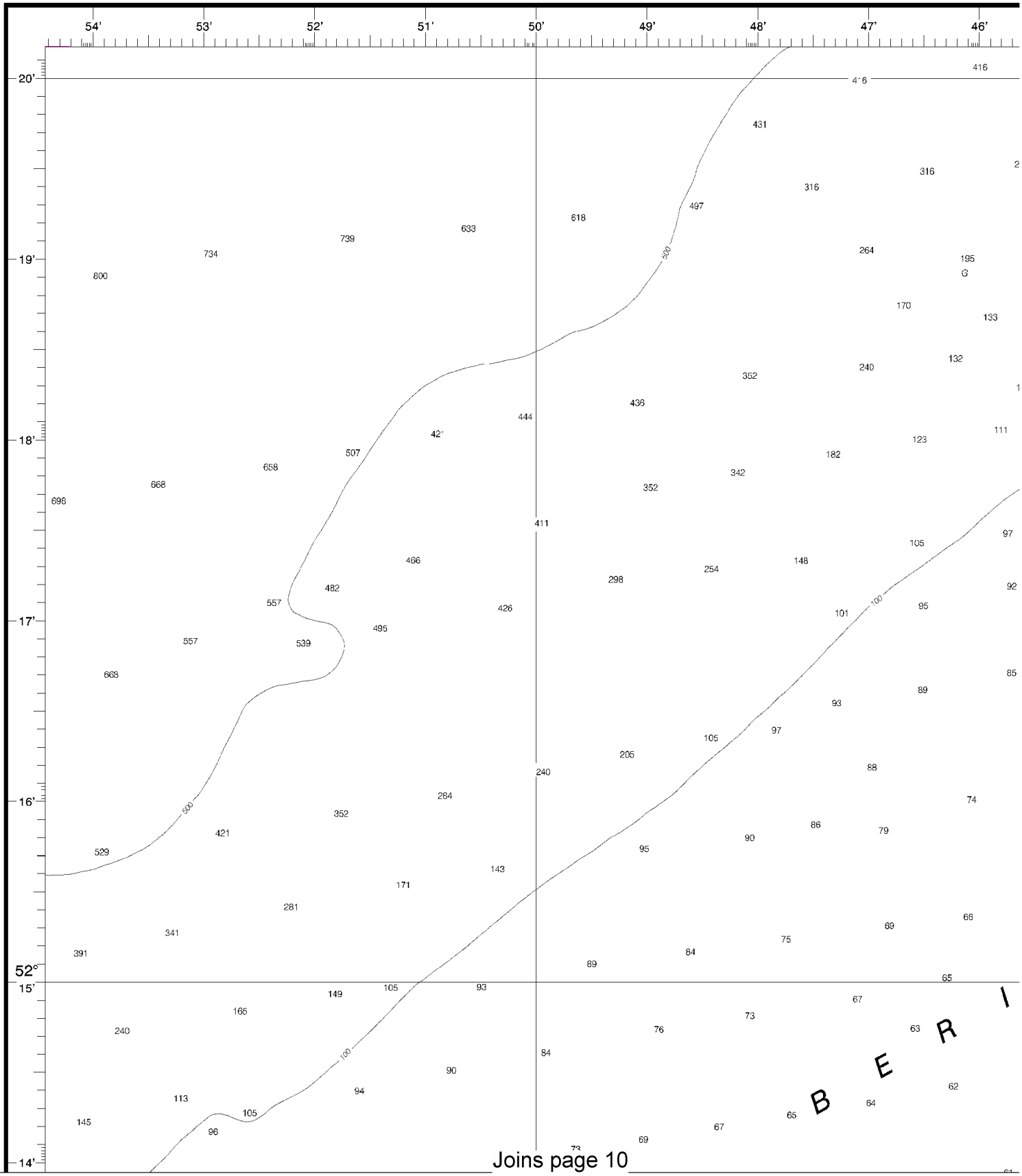


Joins page 10

4

North

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

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anGrafix, offer this chart updated weekly by NOAA for Notices to Mariners
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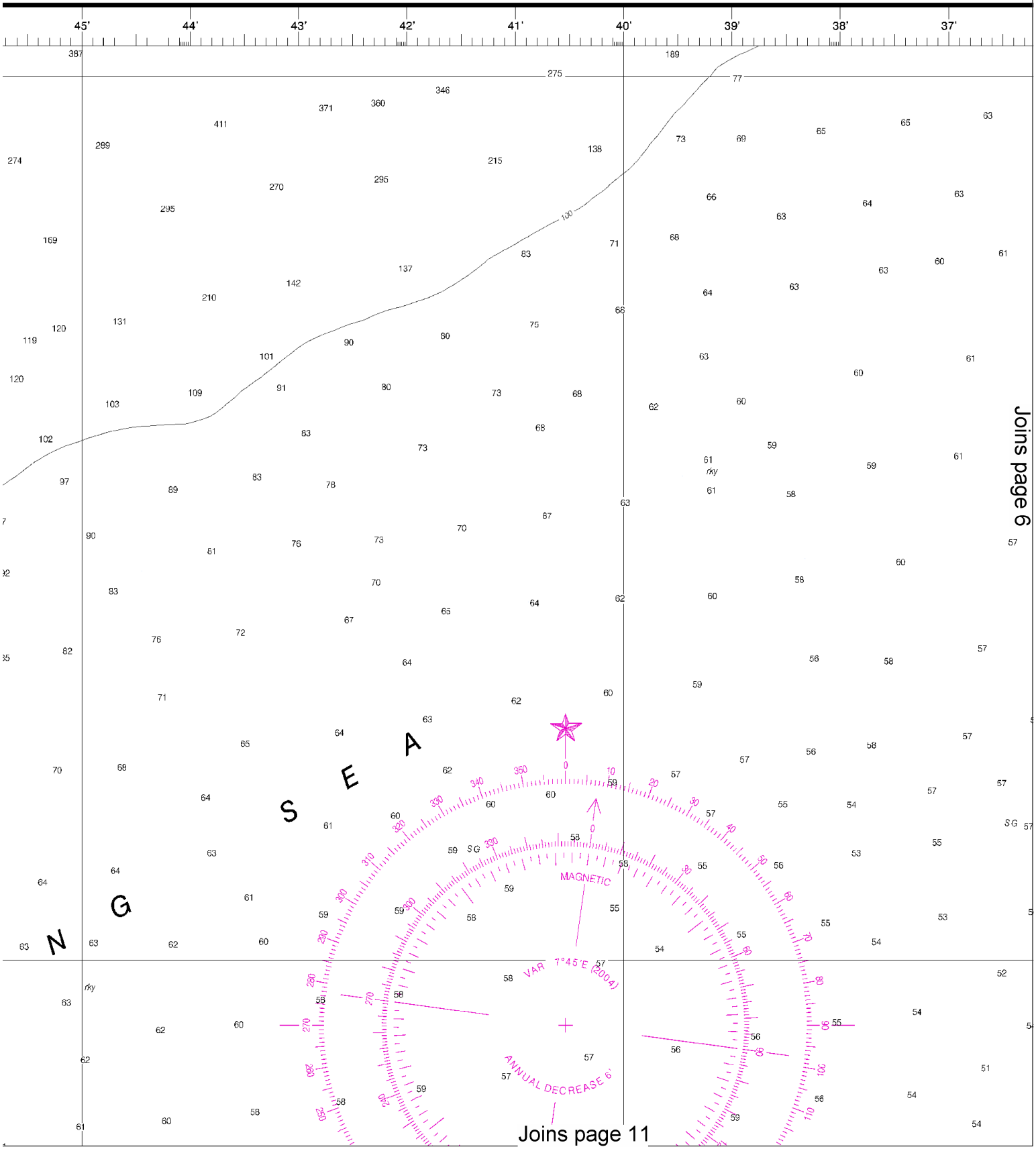


This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

Mariners
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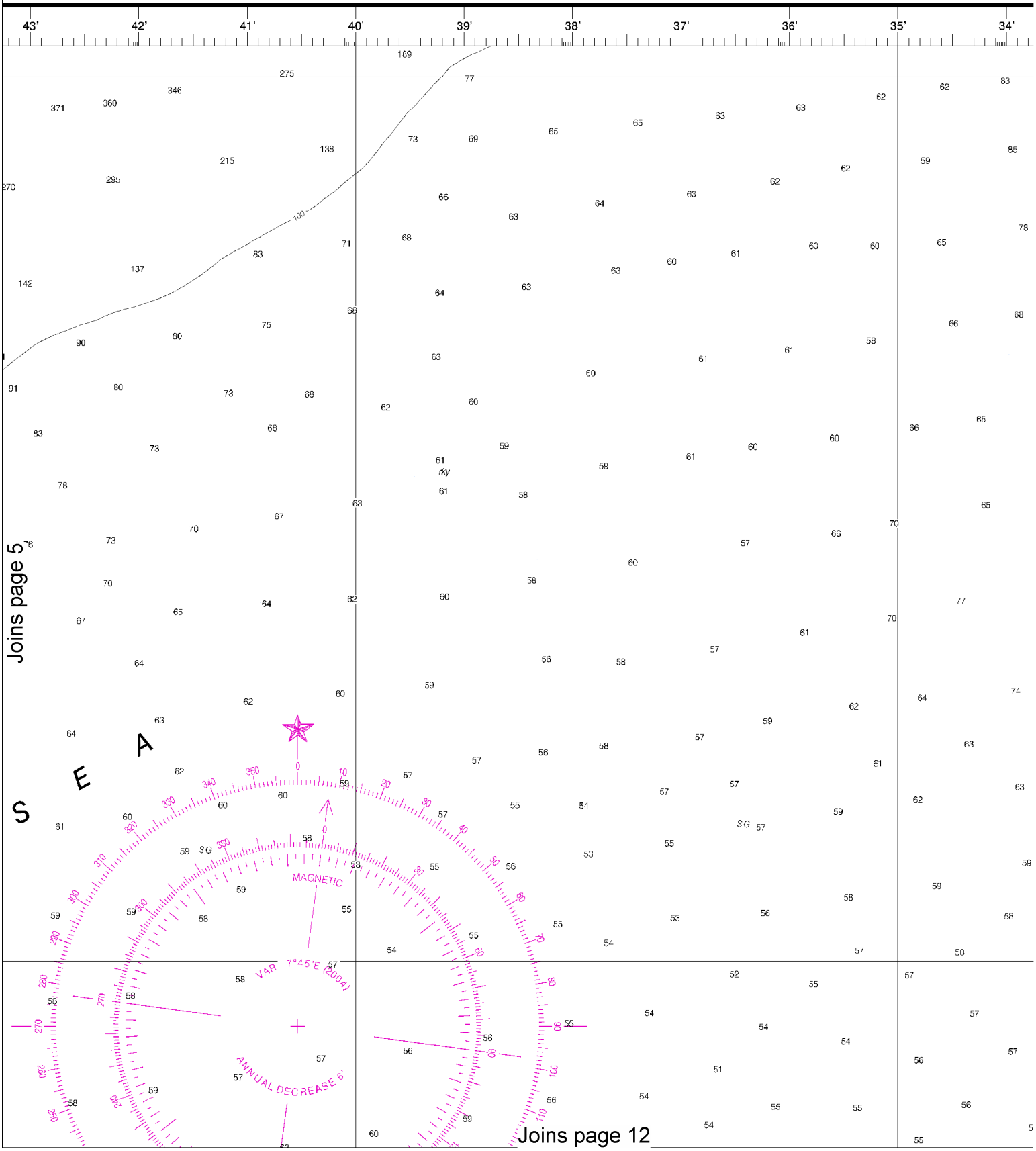
arts.gov,
.com, or

Formerly C&GS 9136, 1st. Ed., Oc




Joins page 5

Joins page 12

6

North

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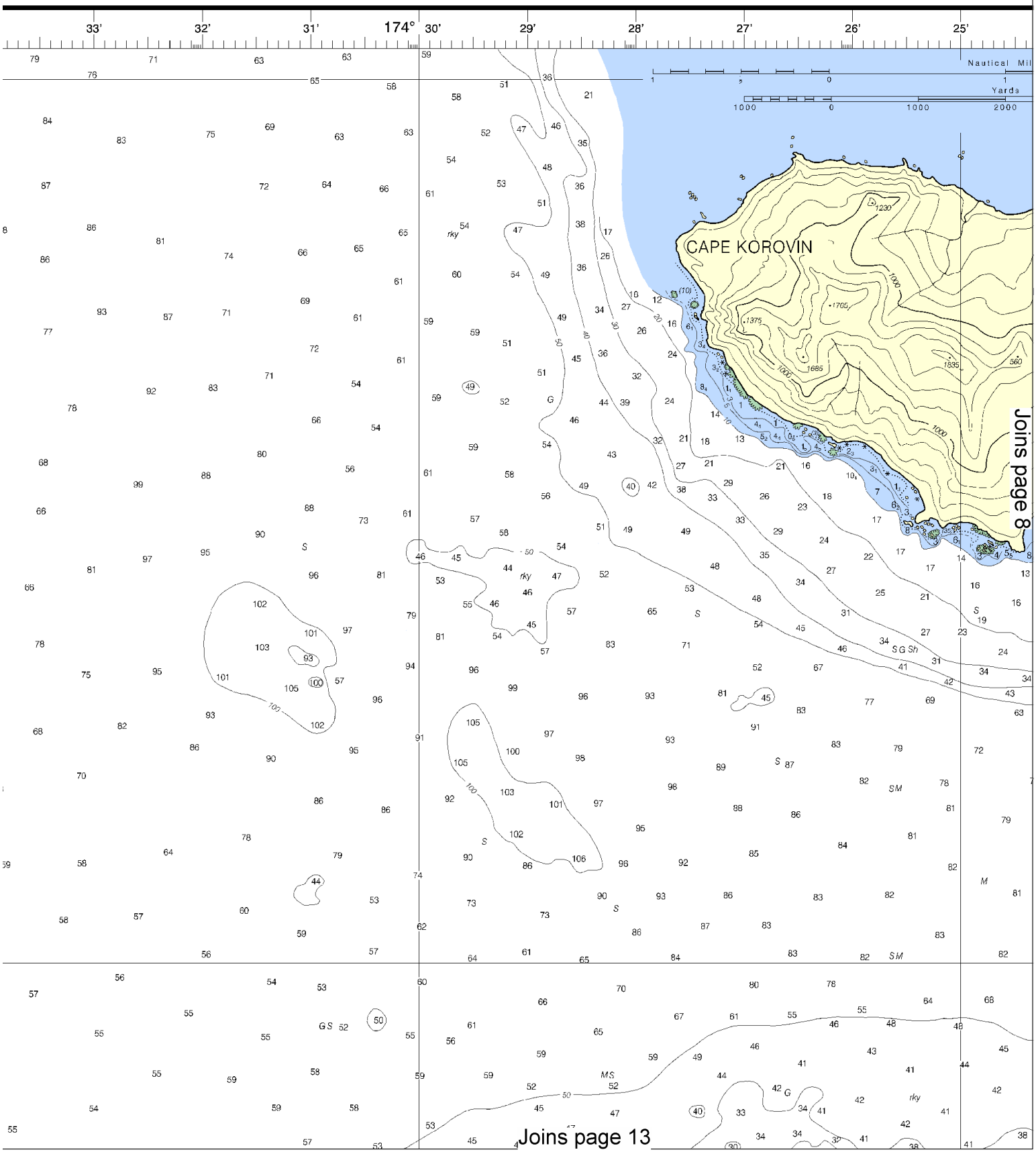
Nautical Miles

1 ½ 0 1 2 3

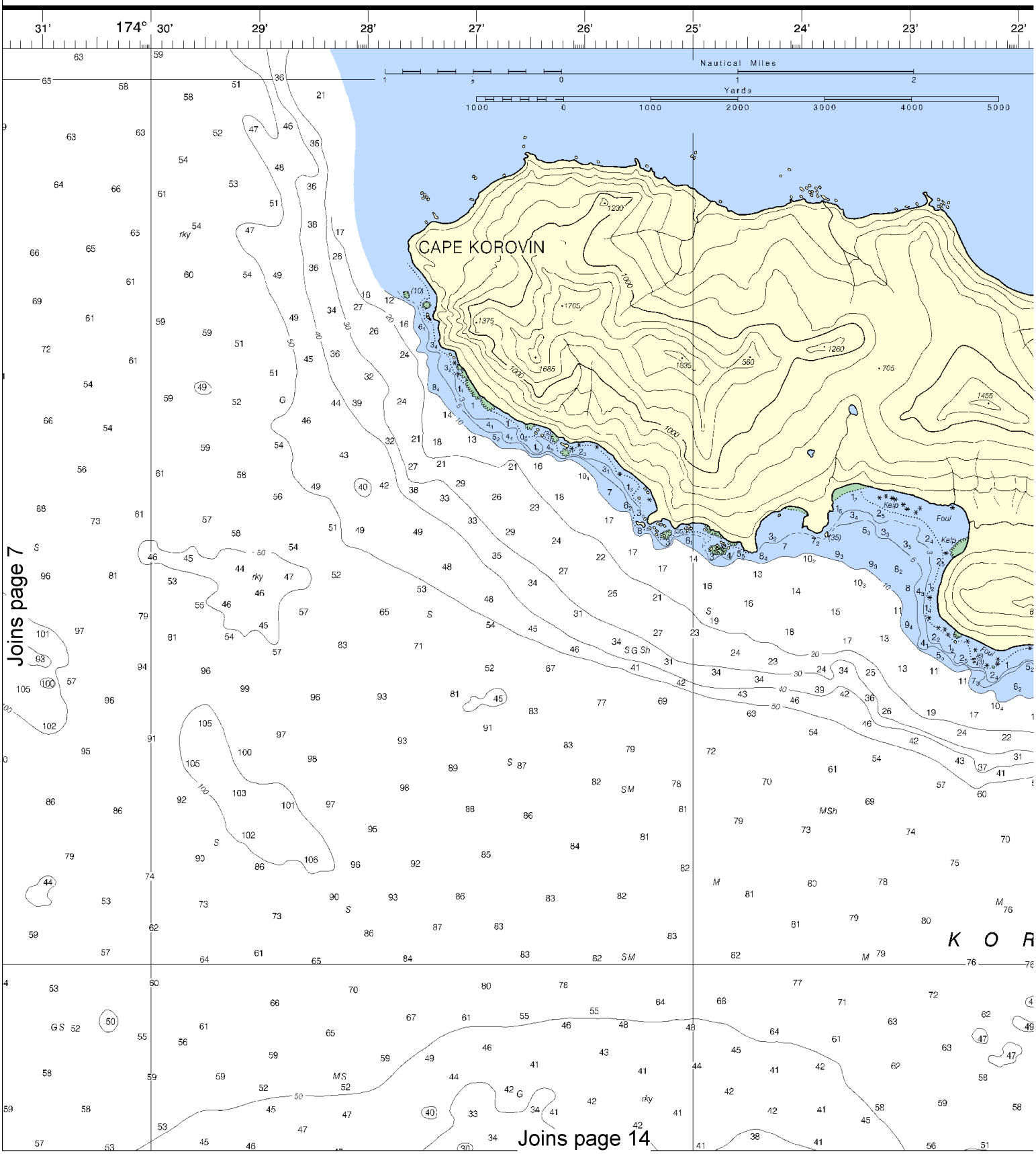
Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.




This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: 0909 9/25/2009.




8

North

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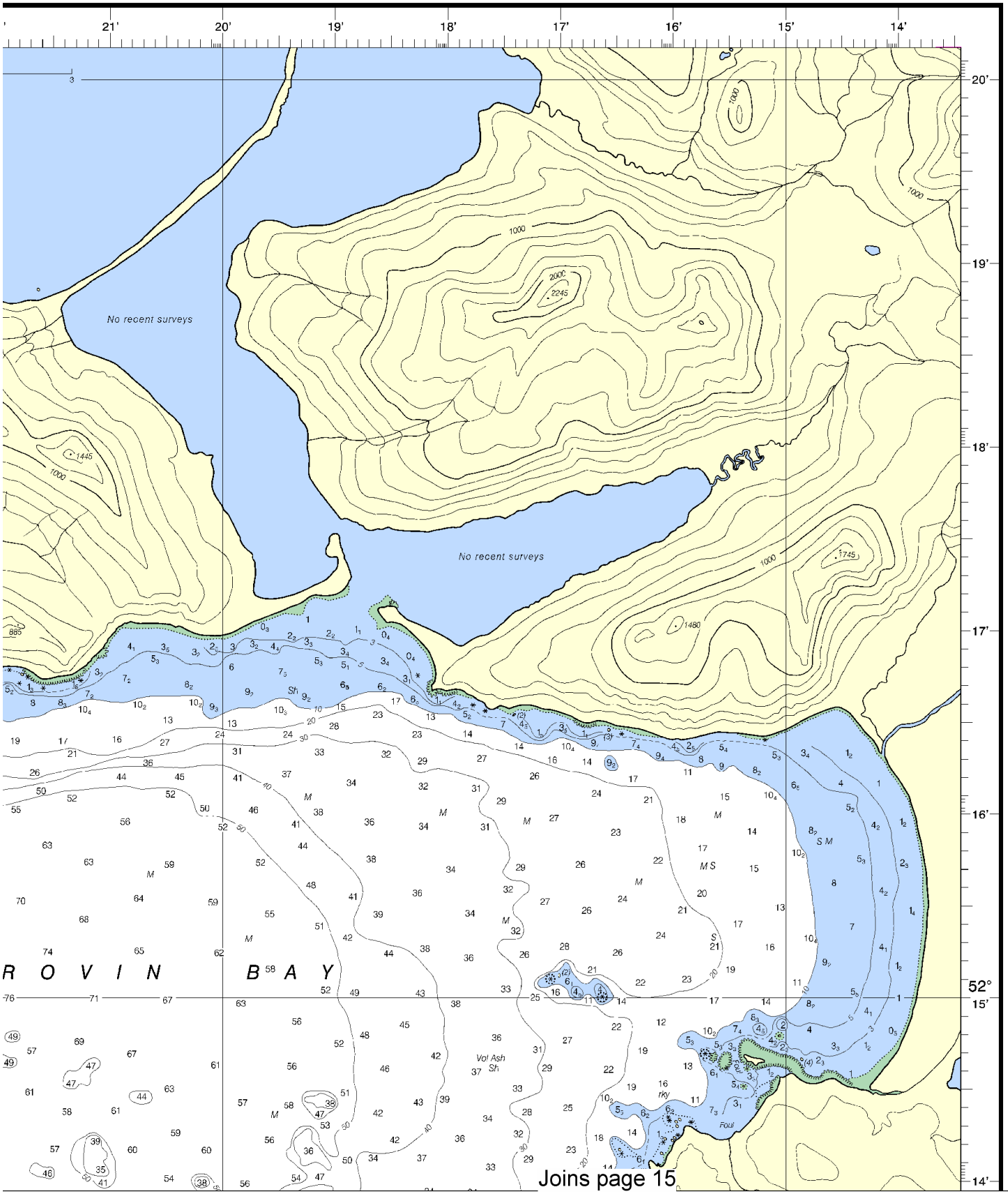
Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

# SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)



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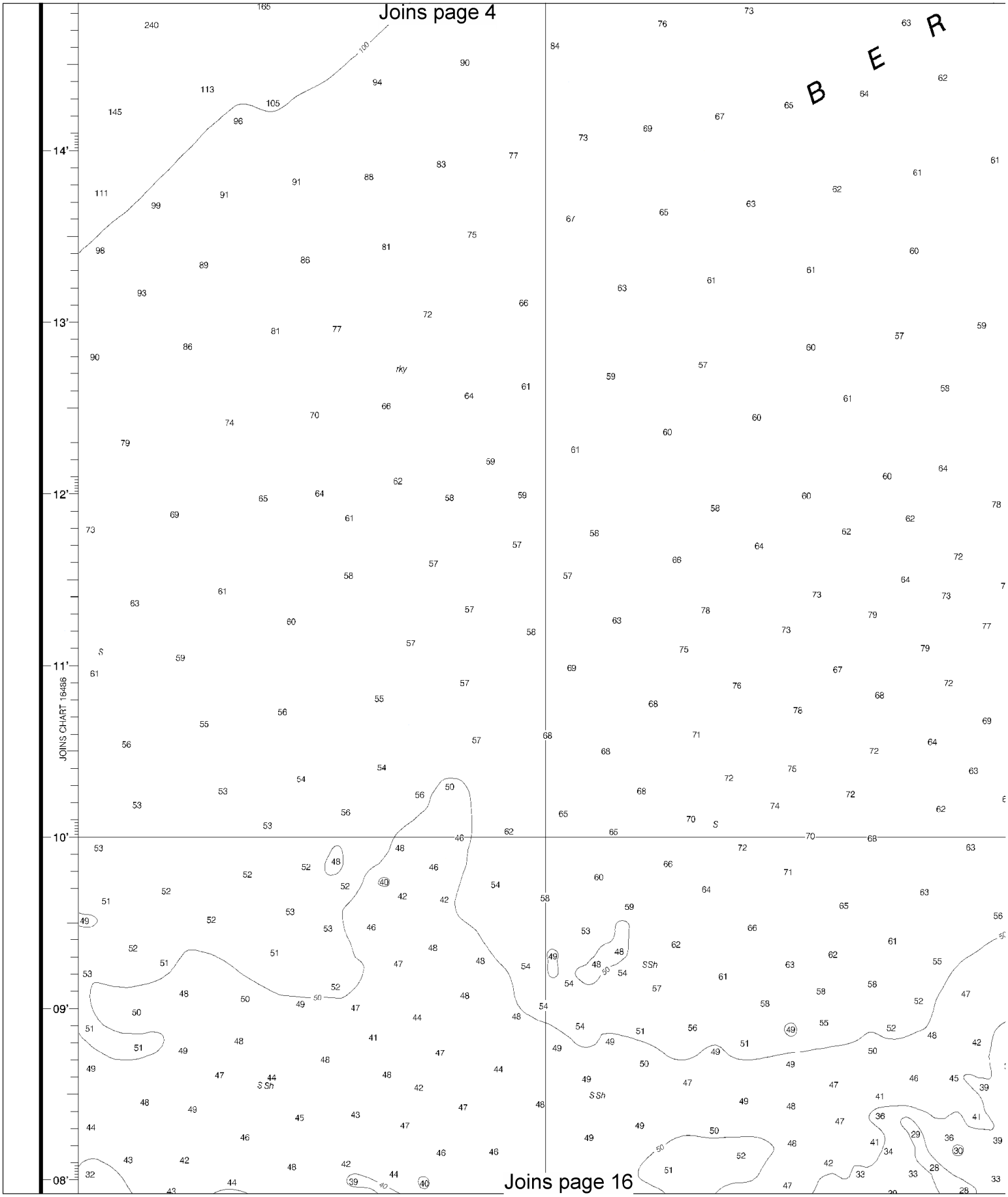


Joins page 16



North

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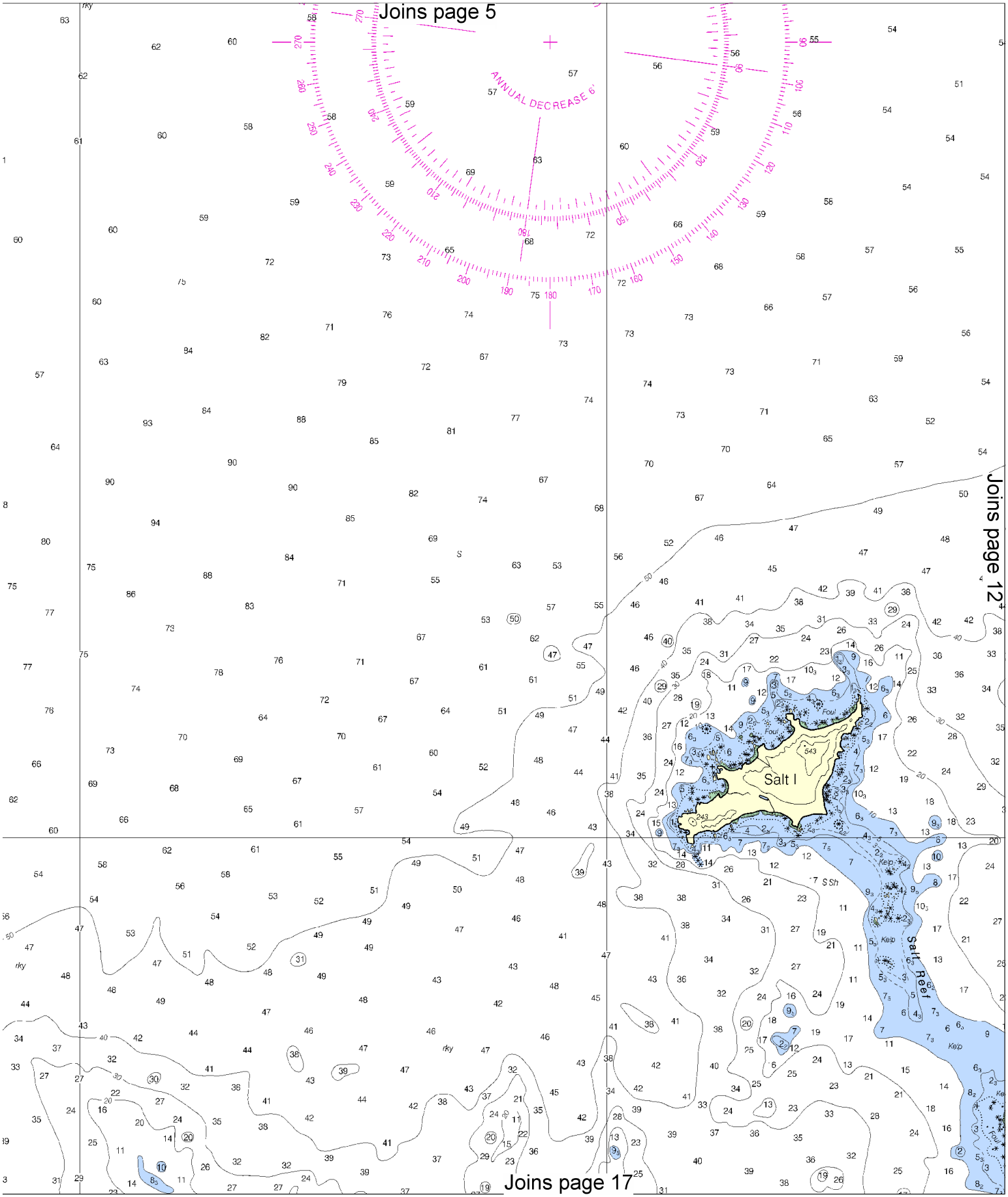
Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.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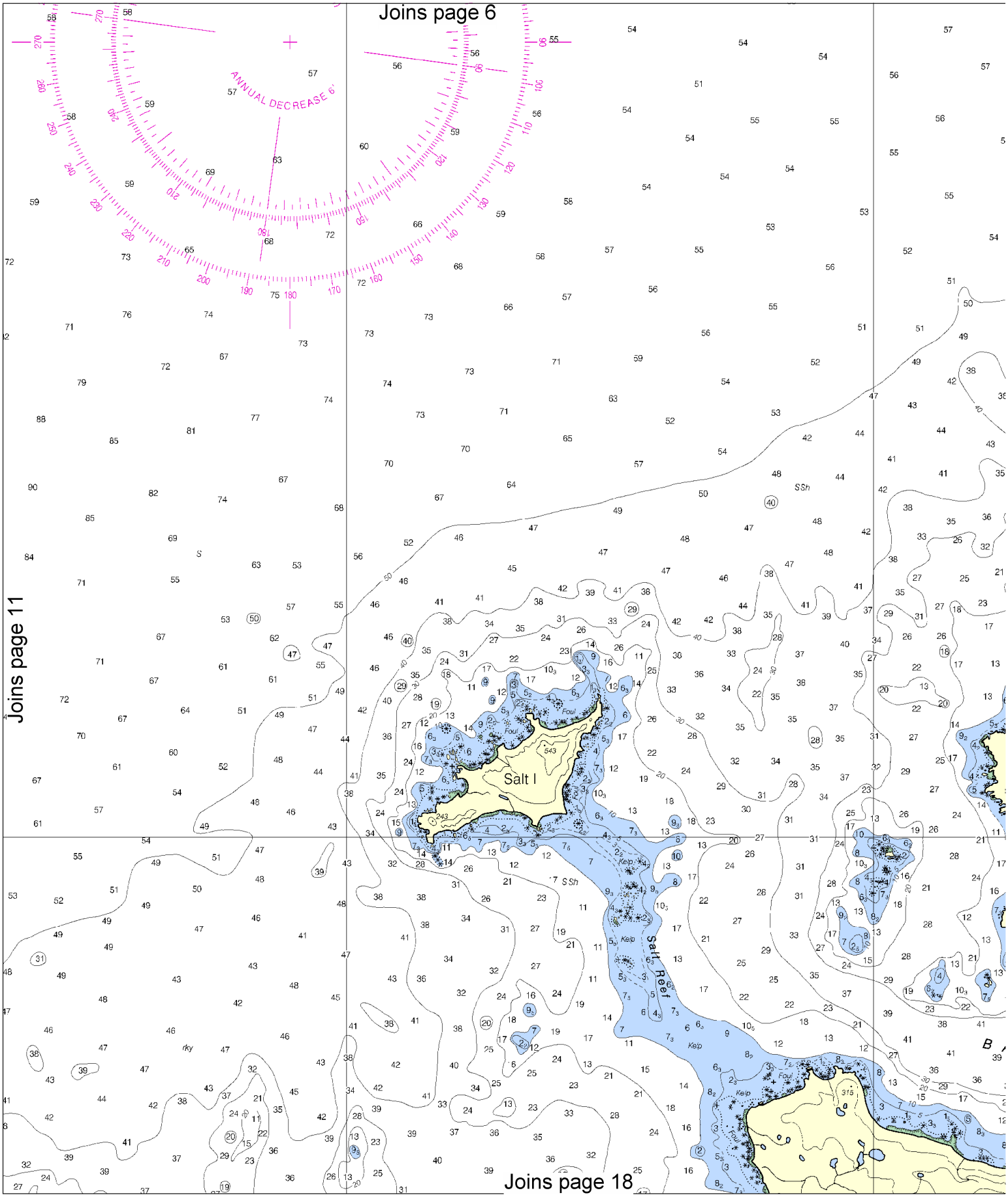
Joins page 17






North

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Nautical Miles

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Yards

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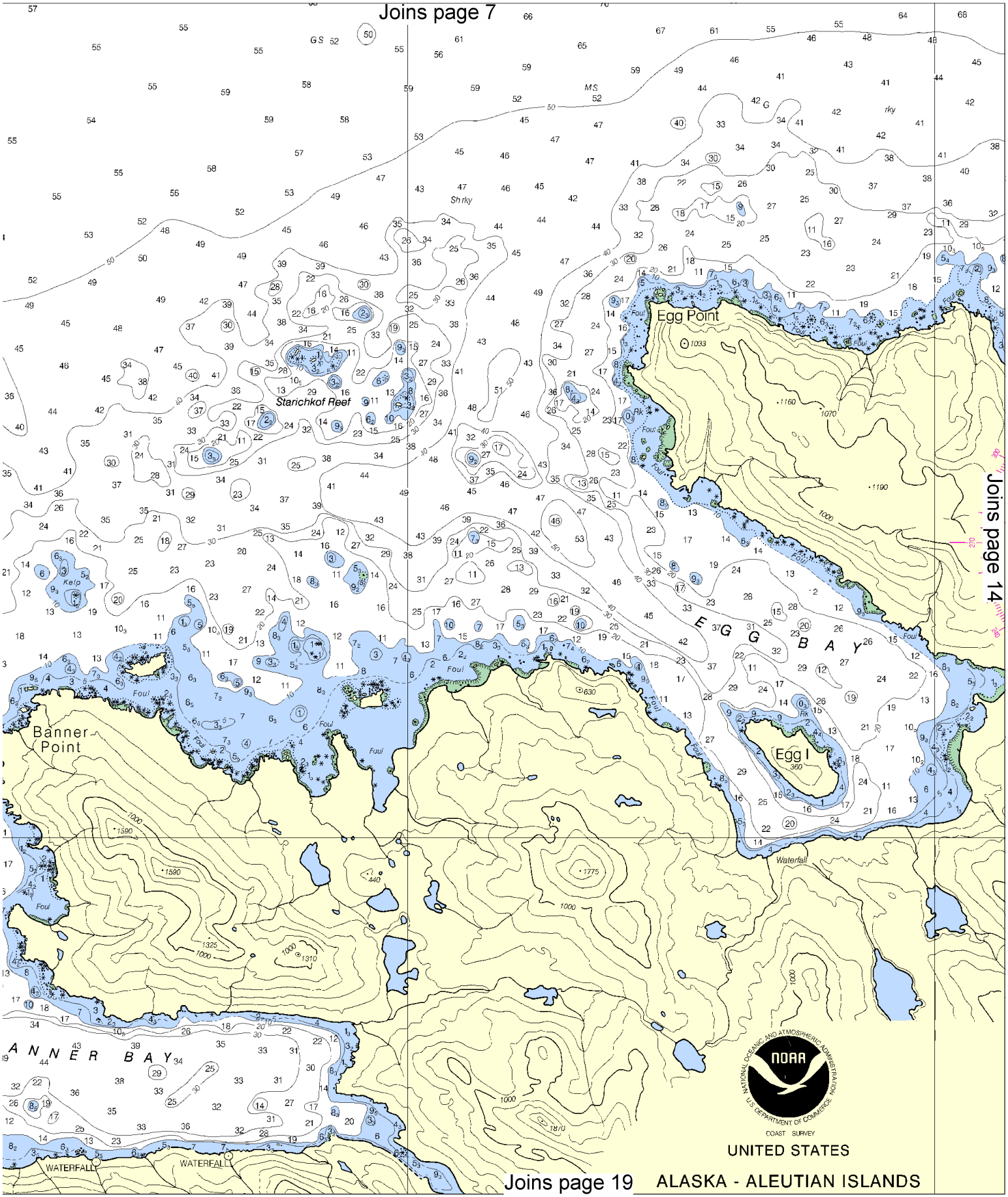
Joins page 7
Egg Point
Starichkof Reef
Banner Point
EGG BAY
Egg I
Waterfall
WATERFALL
WATERFALL
ANNER BAY
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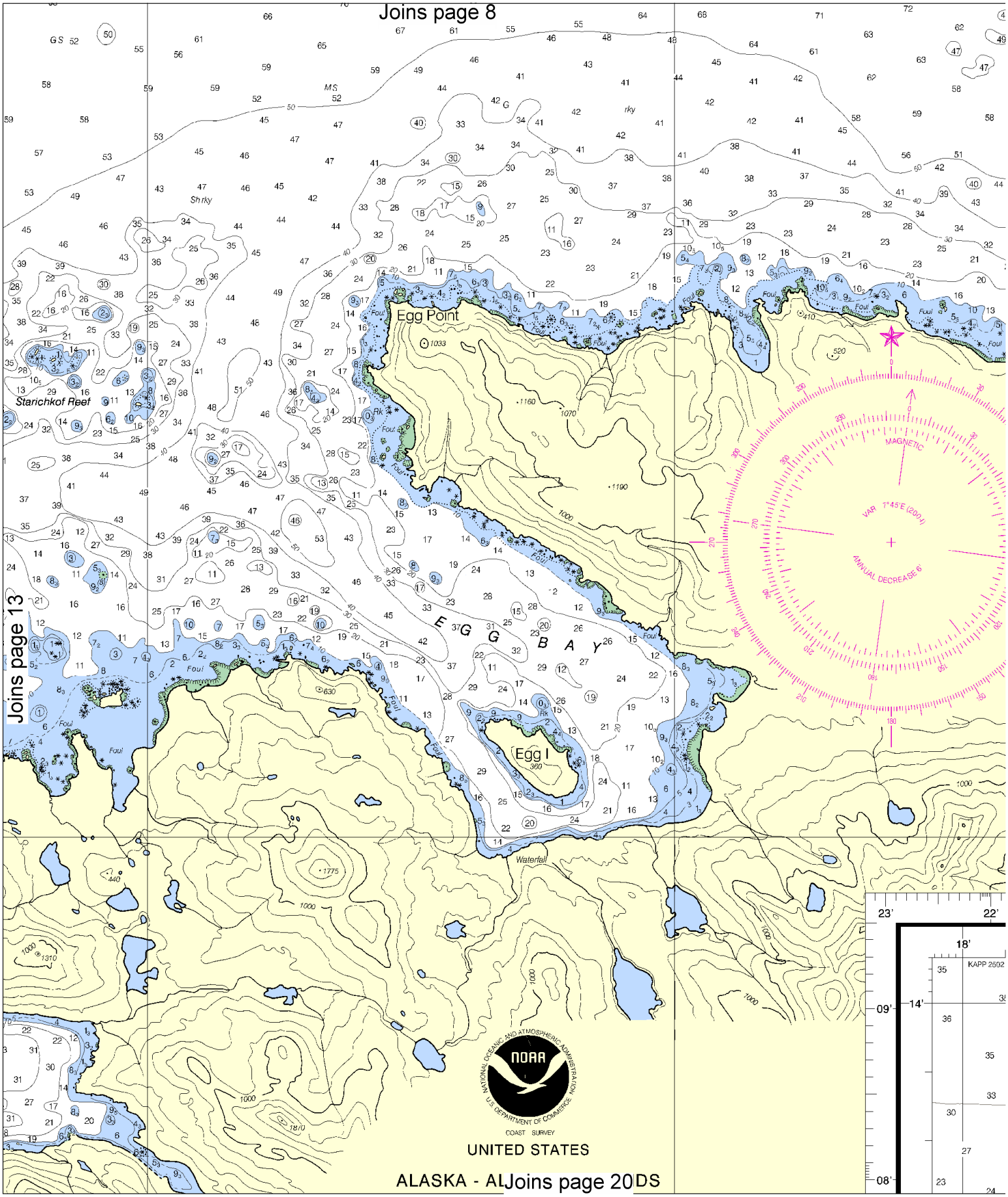
Joins page 19
NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
COAST SURVEY
UNITED STATES
ALASKA - ALEUTIAN ISLANDS






North

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Nautical Miles

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Yards

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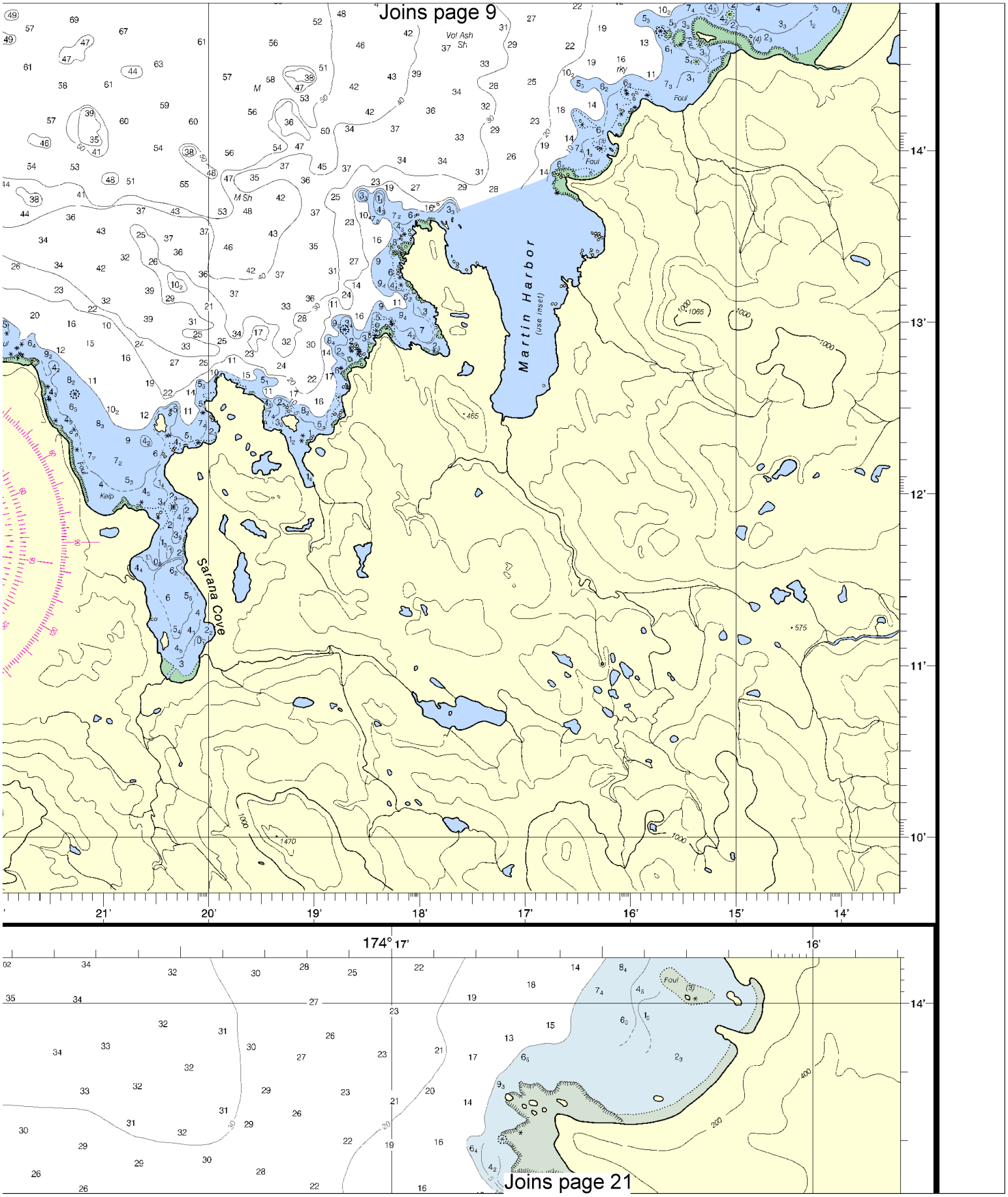
See Note on page 5.


Joins page 9
Martin Harbor
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14'
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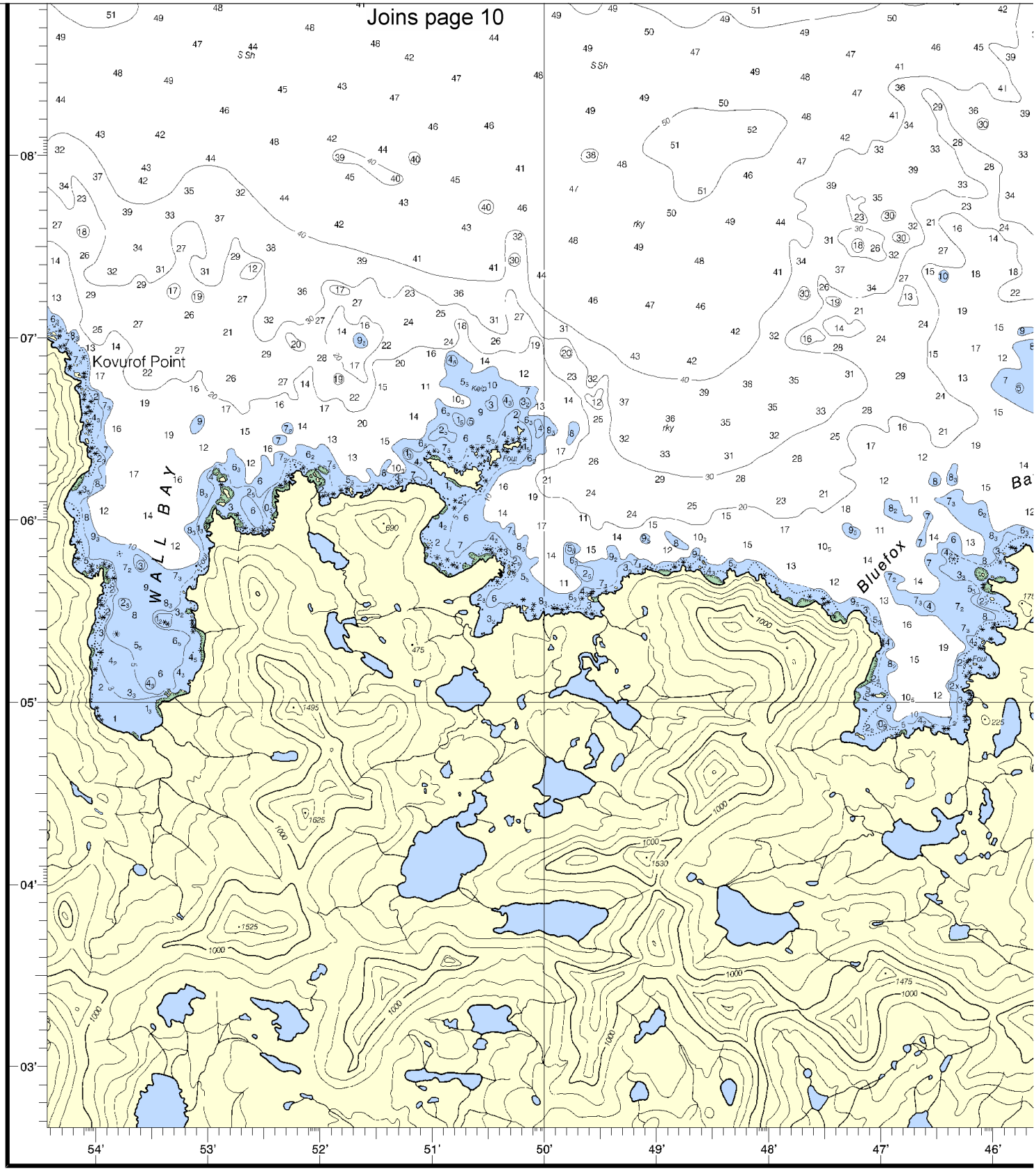
Joins page 21




6th Ed., Mar./04 ■ Corrected through NM Mar. 13/04
Corrected through LNM Feb. 24/04

16487

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1 ½ 0

1000 0 1000

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North

Printed at reduced scale. ~~SCALE 1:40,000~~

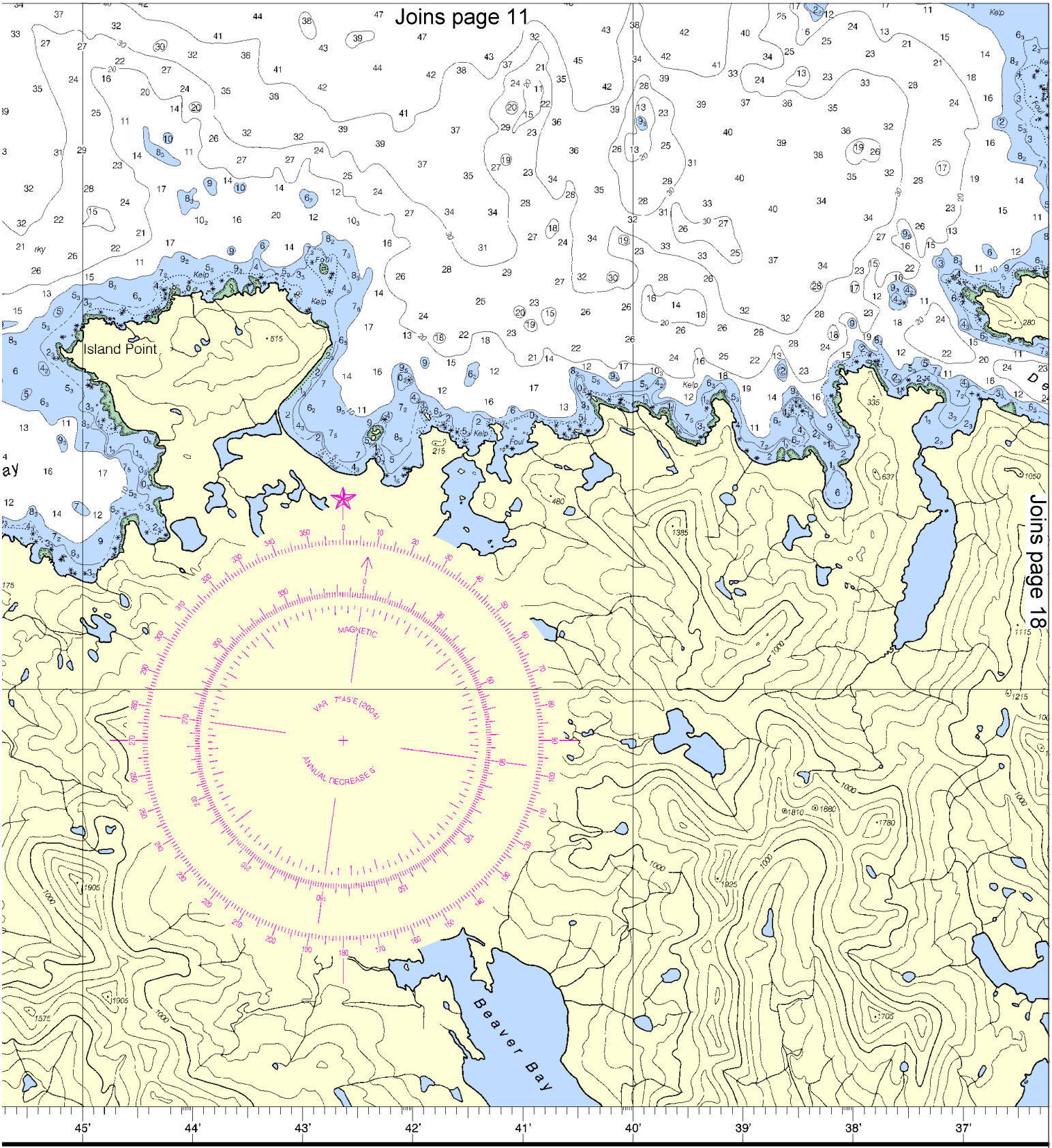
Nautical Miles

1 ½ 0 1 2 3

Yards

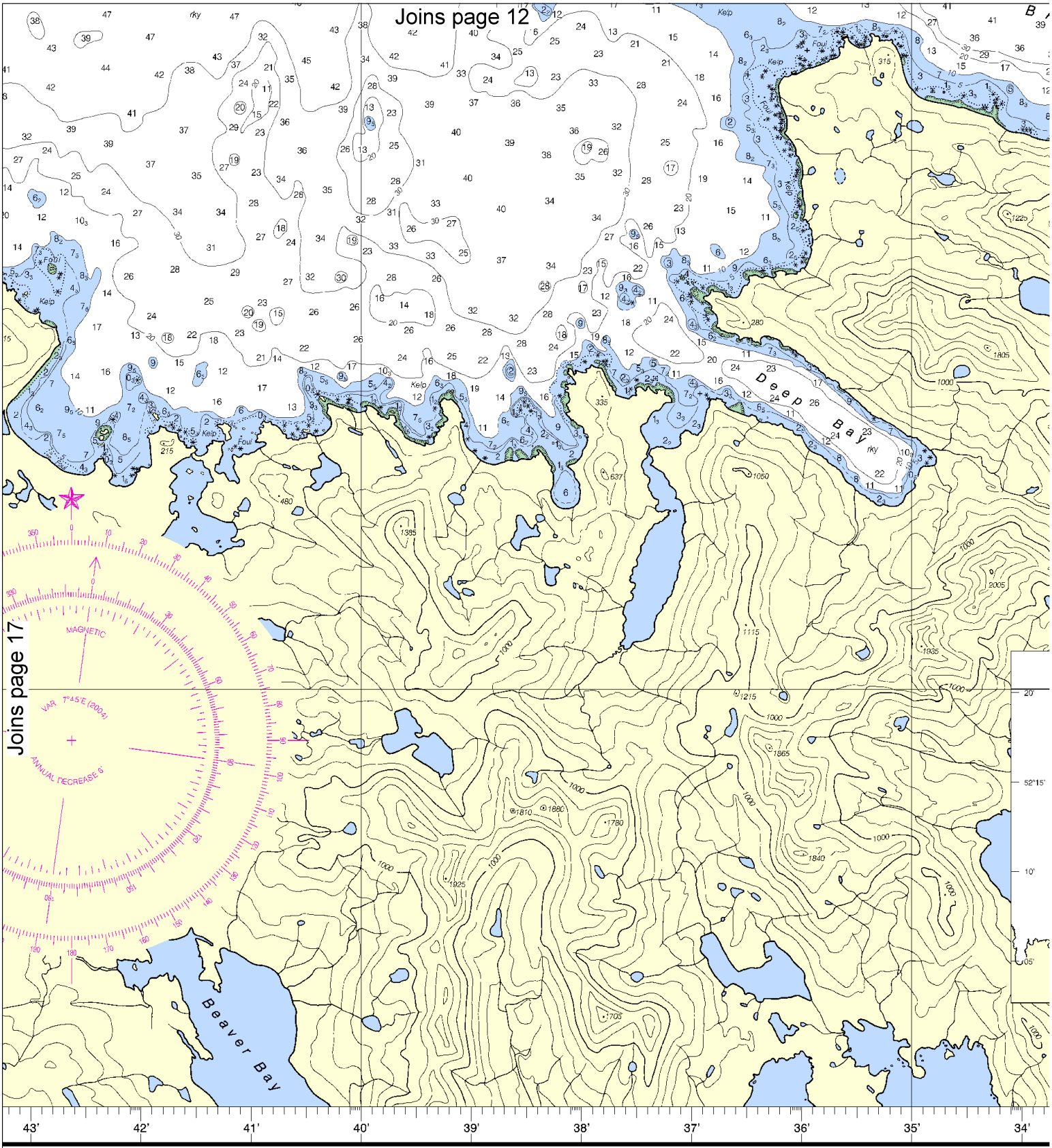
1000 0 1000 2000 3000 4000 5000

See Note on page 5.




SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

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(FATHOMS AND FEET TO 11 FATHOMS)

Published at Washington, D
U.S. DEPARTMENT OF COM
NATIONAL OCEANIC AND ATMOSPHERIC
NATIONAL OCEAN SERVI
COAST SURVEY



North

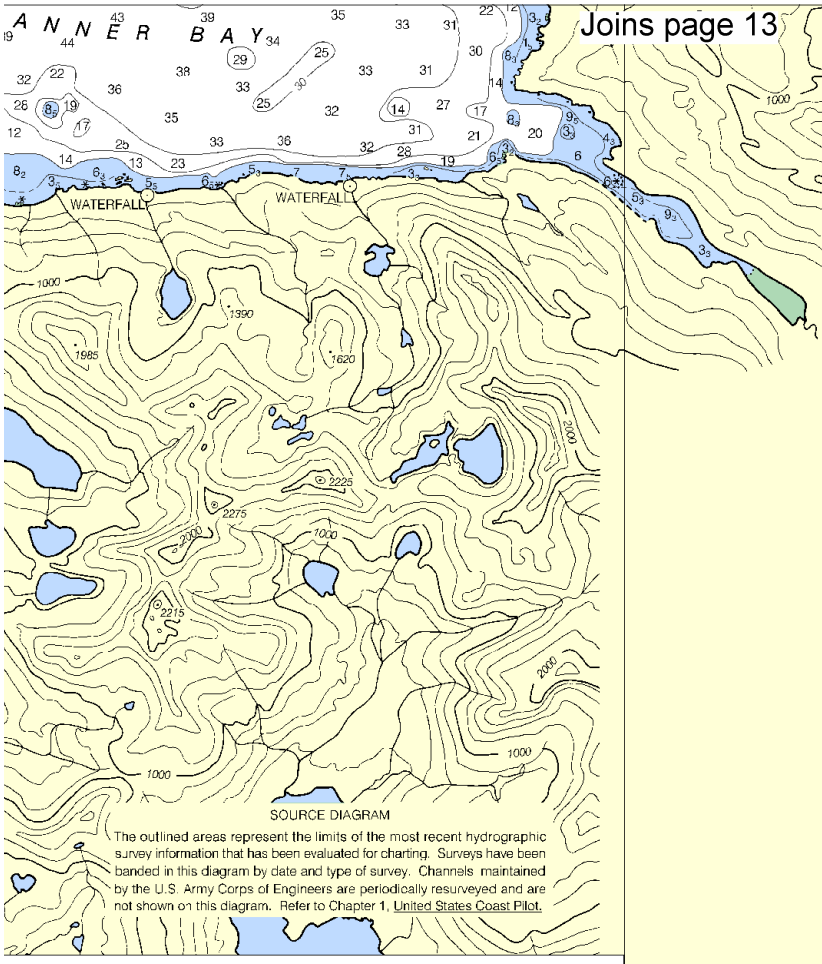
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Joins page 13

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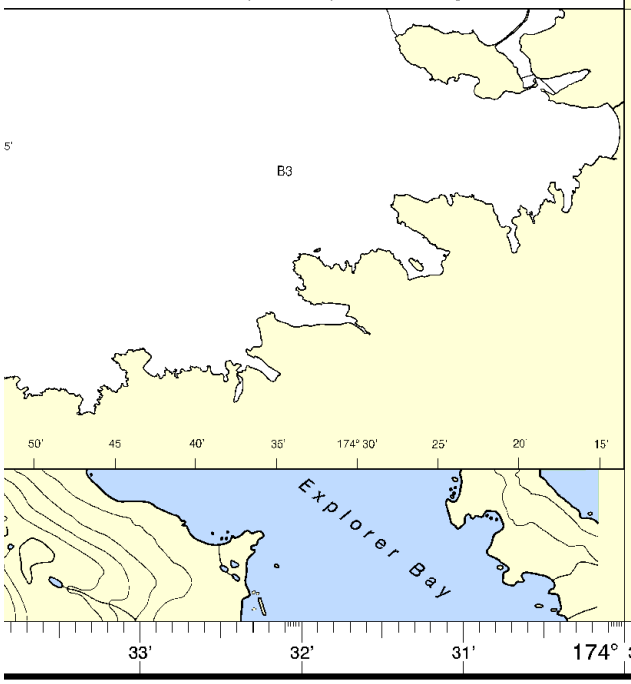
SOURCE

B3 1940 - 1969 NOS Surveys partial bottom coverage




33' 32' 31' 174° 30' 29' 28' 27' 26' 25'

NOAA

COAST SURVEY

UNITED STATES

ALASKA - ALEUTIAN ISLANDS

# KOROVIN BAY TO WALL BA

## ATKA ISLAND

Mercator Projection
Scale 1:40,000 at Lat. 52° 12'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

TIDAL INFORMATION

| Place Name (LAT/LONG) | Height referred to datum of soundings (MLLW) | | | |
|---|---|---|---|---|
| | Mean Higher High Water | Mean High Water | Mean Low Water | Extreme Low Water |
| Martin Harbor (52°14'N / 174°18'W) NOTE: Tide in this area Chiefly diurnal | feet 3.2 | feet - - - - | feet - - - - | feet -3.0 |

(Aug 2003)

HEIGHTS

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AUTHORITIES

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Joins page 20

, D.C.
MMERCE
IC ADMINISTRATION
VICE

LOGARITHMIC SPEED SCALE

1 2 3 4 5 6 7 8 9 10 15 20 25

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changin right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, th

Joins page 14

COAST SURVEY

UNITED STATES

ALASKA - ALEUTIAN ISLANDS

# KOROVIN BAY TO WALL BAY

## ATKA ISLAND

Mercator Projection
Scale 1:40,000 at Lat. 52° 12'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

TIDAL INFORMATION

| Place Name (LAT/LONG) | Height referred to datum of soundings (MLLW) | | | |
|---|---|---|---|---|
| | Mean Higher High Water | Mean High Water | Mean Low Water | Extreme Low Water |
| | feet | feet | feet | feet |
| Martin Harbor (52°14'N / 174°18'W) NOTE: Tide in this area Chiefly diurnal | 3.2 | ---- | ---- | -3.0 |

(Aug 2003)

HEIGHTS

Elevations of rocks, bridges, landmarks, and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

Additional information can be obtained at nauticalcharts.noaa.gov.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 4.585" southward and 8.603" westward to agree with this chart.

COLREGS, 80.1705(see note A)

International Regulations for Preventing Collisions at Sea, 1972. The entire area of this chart falls seaward of the COLREGS Demarcation Line.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

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LOGARITHMIC SPEED SCALE

1 2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

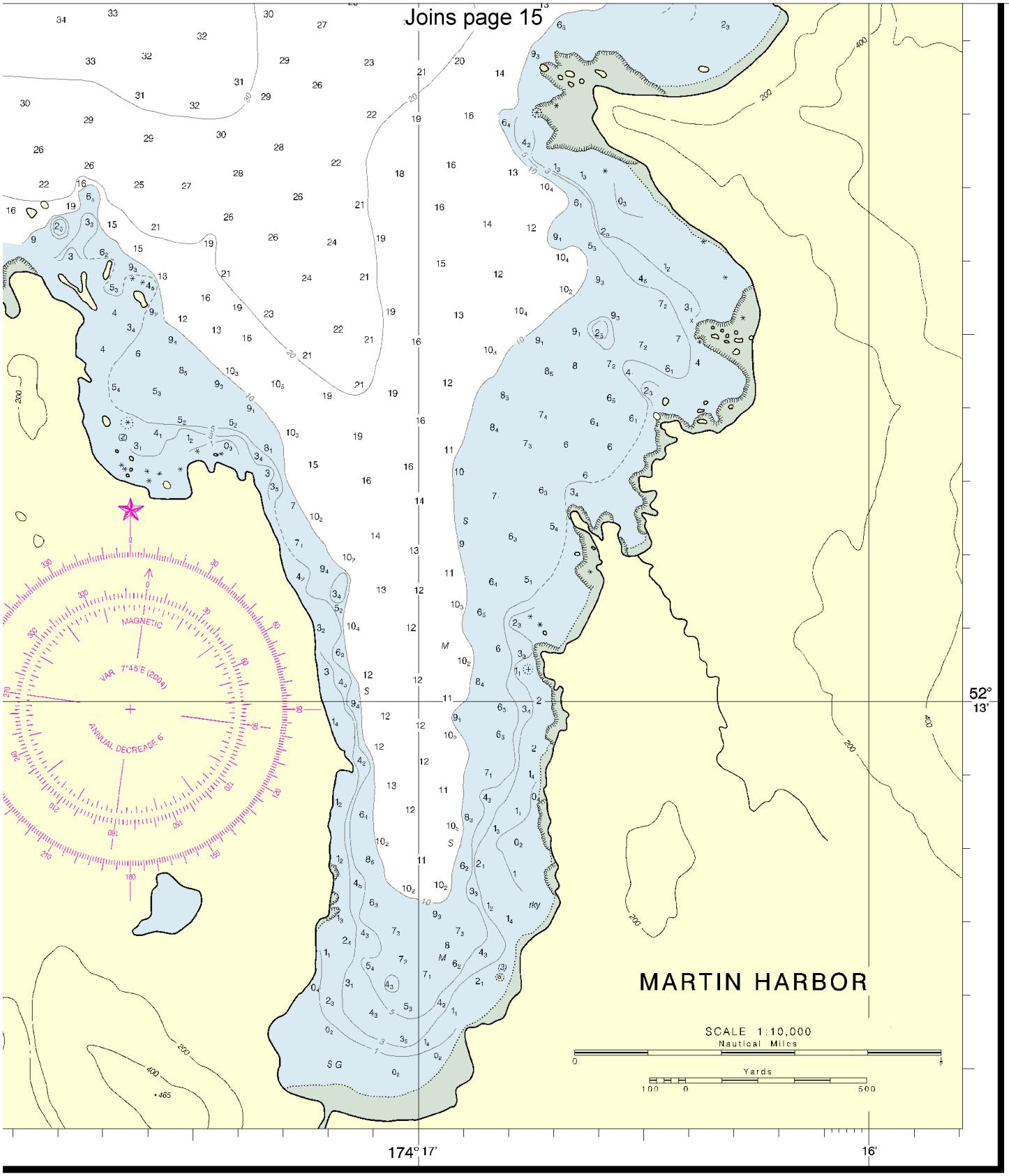
FATHOMS
FEET
METERS

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

North




Korovin Bay to Wall Bay

SOUNDINGS IN FATHOMS - SCALE 1:40,000

16487

ED. NO. 6

NSN 7642014011355 NGA REFERENCE NO. 16XHA16487

# EMERGENCY INFORMATION

**VHF Marine Radio channels for use on the waterways:**

**Channel 6** – Inter-ship safety communications.
**Channel 9** – Communications between boats and ship-to-coast.
**Channel 13** – Navigation purposes at bridges, locks, and harbors.
**Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
**Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

**Distress Call Procedures**

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

**Mobile Phones** – Call 911 for water rescue.
**Coast Guard Search & Rescue (Pacific Coord)** – 510-437-3700
**Coast Guard Search & Rescue (RCC Juneau)** – 907-463-2000

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

*NOAA, The Nation's Chartmaker*

# NOAA CHARTING PUBLICATIONS

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Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.